

Looking Ahead – September 2005

Bridge Site

- West-half roadway widening (north side):
- Complete the concrete traffic barrier and install railings
 - Place down spouts
 - Remove wood forms from new road deck
 - Paint the new steel on the lift span

- West-half approach span work:
- Complete drainage system, fill behind wing walls (retaining walls parallel to the bridge) and grade gravel in preparation for approach slab placement
 - Install the last two concrete precast approach slabs
 - Construct concrete barrier on precast approach slabs and install railing
 - Pave and stripe west approach roadway
 - Demolish old approach structure
 - Remove roll-on falsework (north side of approach span)

- East-half approach span work:
- Complete drainage system, fill behind wing walls (retaining walls parallel to the bridge) and grade gravel in preparation for approach slab placement
 - Install the last two concrete precast approach slabs
 - Construct concrete barrier on precast approach slabs and install railing
 - Pave and strip east approach roadway
 - Demolish old approach structure
 - Remove roll-on falsework (north side of approach span)
 - Install longitudinal stops and bearing pads

Graving Dock Site

- Negotiate contract changes for building and assembling pontoons at existing facilities

Public Information

- August closure community presentations
- Closure summary report

Financial Picture

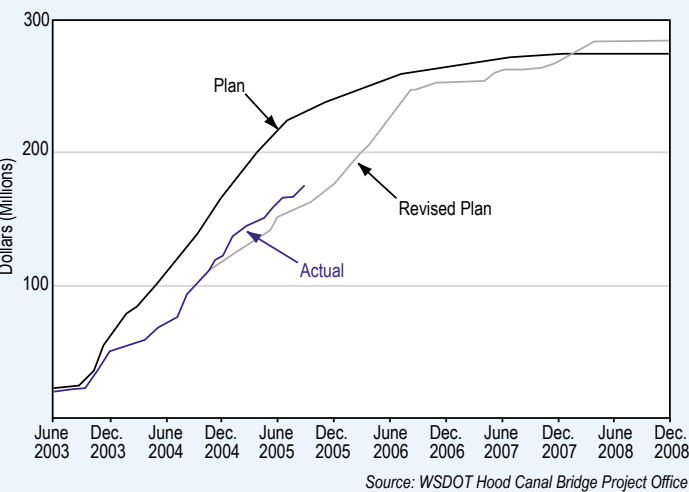
Project Cost Summary

Expenditures as of August 2005 (in millions)

Project Cost Summary	Budgeted	Expended
Preliminary Engineering	\$ 12.4	\$ 12.3
Right-of-Way	7.7	7.0
Construction	271.9	156.0
Total	\$292.0	\$175.3

Planned vs. Actual Expenditures

(Total Project Cost)



Project Site Completion Status

Bridge Site Activity	Percent Completed
East Approach	90%
West Approach	95%
West Widening	90%

Source: WSDOT Hood Canal Bridge Project Office



Workers use compressed air to clear the bearing pads on which the bridge rollers will roll.



Crews pave west approach as they get ready to open the roadway.



Old east approach span roll is complete.

Hood Canal Bridge Retrofit and East Half Replacement Project

WEST-HALF RETROFIT COMPLETION: 2005
EAST-HALF REPLACEMENT COMPLETION GOAL: 2009

Monthly Report, August 2005



Going Places – Hood Canal Bridge Project Team

I want to extend my heartfelt thanks for all those involved with the two August Hood Canal Bridge closures.

The closures for the east and west approach span replacements went extremely well. Traffic moved smoothly, drivers traveled safely during both closures and the community was well prepared. We know this effort succeeded because many people found ways to inform others about the closures, partner with other community members and provide alternate travel options for those who rely on the bridge for their livelihood, to get to medical care and to enjoy leisure activities.

Completing this milestone is an important step toward providing a stronger, wider and safer bridge that will last for decades. The project is moving forward in partnership with the Hood Canal Bridge Project.

For up-to-date reports on the project, visit our website, www.hoodcanalbridge.com. If you have any thoughts about how we might improve our community outreach, please don't hesitate to contact our Communication Manager, Becky Hixson, at (360) 704-6308 or hixsonb@wsdot.wa.gov.

Thank you for being a part of preserving this vital link in Washington's transportation system, the Hood Canal Bridge, and for helping make this phase of the project so successful.

Sincerely,

Eric Soderquist
Project Director



This report highlights updated information regarding the Hood Canal Bridge Project from August 1-31, 2005. Additional information may be obtained from WSDOT's Olympic Region Communications Office at (360) 357-2789.

For more information about the Hood Canal Bridge Project, visit the HCB web site: www.hoodcanalbridge.com.

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Hood Canal Bridge Approach Span Replacements Completed

West Approach Span Replacement

(8 p.m. August 11 - 10:20 p.m. August 13)

WSDOT's contractor, Kiewit-General of Poulsbo, started work to replace the 2.2 million pound, 190-foot-long west-half approach span, at 8 p.m. August 11. The lack of problems with the bridge deck rolls helped move the weekend-long closure ahead of schedule. WSDOT used unique techniques – such as pre-cast walls and roadway sections – to accommodate a shorter closure. The old approach span was moved onto temporary pilings in just 2.5 hours. The new west-half approach span was in place by 6 p.m., about four hours ahead of schedule. The bridge reopened Saturday night, more than a day ahead of its Monday morning deadline.

East Approach Span Replacement

(8 p.m. August 21 - 8:42 p.m. August 23)

Increased crew size helped the contractor, Kiewit-General of Poulsbo, move ahead on approach slab work at the same time as pier demolition and the new approach span roll. Coordinating the work in this manner helped move the closure ahead of schedule. The contractor also did not experience major problems rolling the new approach span – more than two football fields long – into place on Aug. 22. The replacement of the bridge's 640-foot-long east-half approach span was completed more than a day ahead of the planned schedule.

Approach Span Replacement Process

- Step 1 Disconnect phone and power lines to the existing approach span
- Step 2 Cut the existing approach span road deck at both ends to disconnect it from the transition span and the asphalt
- Step 3 Set up all the jacks under the existing approach span
- Step 4 Jack the existing approach span up on to the rollers
- Step 5 Roll the existing approach span on to the temporary falsework
- Step 6 Demolish and remove roadway approach slabs
- Step 7 Set pre-cast end wall or retaining wall at the end of the approach span
- Step 8 Finish the end wall
- Step 9 Remove the tops of existing piers
- Step 10 Remove jacks from the existing approach span and place under new approach span
- Step 11 Jack the new approach span up on to the rollers
- Step 12 Roll the new approach span into place
- Step 13 Install permanent bearing pads at each pier
- Step 14 Remove all jacks from the new approach span
- Step 15 Install new roadway approach slabs
- Step 16 Install expansion joint
- Step 17 Pave and stripe roadway
- Step 18 Reconnect power and phone lines
- Step 19 Open to traffic



West
Crews cut old approach span away from transition span. 10 p.m. Thursday, August 11



Old approach span about halfway through the process of moving 40 feet to the south. 3 a.m. Friday, August 12



The top of the pier that had supported the old roadway is removed to make way for the new roadway. 12 p.m. Friday, August 12



Both the rolls are complete and the new approach span is in its final place. 6 p.m. Friday, August 12



The crew sets the pre-cast concrete approach slabs in place. 1 p.m. Saturday, August 13



East
Crews break up asphalt and remove it to make room for the new approach slabs. 11 a.m. Monday, August 22



Cranes set the end pre-cast end (or retaining) wall into place. 2 p.m. Monday, August 22



The new east approach span is in place and the rollers are removed one pier at a time. 4 a.m. - 11 a.m. Tuesday, August 23



Jacks lift the new approach span to make room for installing the permanent bearing pads. 4 a.m. - 11 a.m. Tuesday, August 23



Crews install the expansion joint between the new approach span and the transition span. 5 p.m. Tuesday, August 23

August 2005 Closures Review

The Hood Canal Bridge approach span replacements were completed in August 2005. Thanks to drivers, community members, the media, Kiewit-General of Poulsbo and WSDOT staff, the two closures needed to complete this work went well.

Goals Accomplished

- The public relations strategy to utilize existing communication networks to distribute information was very effective.
- A targeted and specific outreach plan increased the efficiency of the outreach efforts. The traveling public was well prepared to detour around the bridge during the two closures.
- There was minimal disruption for travelers who were unaware of the closures at the time they set out as a result of outreach efforts by community partners.
- Peninsula business owners and residents were well prepared and understood the need and benefit of the closures.
- The public's confidence in WSDOT was strengthened.

Lessons Learned

- There is room for improving communications with the Highway Advisory Radio. The radio transmissions need to cover a larger area.
- WSDOT should provide a better description of the bridge's location so travelers know whether the closure affects their route.
- The large geographic area impacted by the bridge closure requires more staff to manage the signing and provide timely information to drivers.
- Traffic control for US 101, SR 106 and SR 3 was effective. No major backups or traffic snarls occurred during the closures.
- WSDOT should develop more detailed opening and closing protocols for opening either earlier or later than planned.
- Drivers need a system that provides real-time traffic reports near the bridge and on alternate routes.
- Postponing construction and maintenance work on roads near the bridge contributed to smoothly flowing traffic on the alternate driving routes.

Preparing for the eight-week closures in 2009

First-hand information was collected regarding the effectiveness of various communication mechanisms to assist in planning for the future eight-week closure, including reports from Olympic Peninsula business, chambers and visitor centers, traffic counts, calls to Hood Canal Bridge information line, ferry ridership, visits to project website and media coverage. This information will be compiled into a summary report, which will be used to review the eight-week closure plan and make adjustments if needed. The eight-week closure planning started in 1998 and will continue until the estimated closure date of May-June 2009.

A forum will be provided to allow for public comment on the eight-week closure mitigation plan.